

# DRAFT ENVIRONMENTAL IMPACT STATEMENT SUMMARY



## Brightwater

T R E A T M E N T   S Y S T E M

Dear Community Members:

King County is committed to protecting water quality. We have provided safe environmentally sound wastewater treatment in the central Puget Sound region for nearly 40 years. To continue safeguarding the waterways in our growing region, King County needs to build a wastewater treatment system called Brightwater by 2010 to serve north King and south Snohomish counties. It is estimated that 63 percent of the wastewater treated at Brightwater will come from Snohomish County.

Following a three-year process to apply siting criteria and evaluate several options for a treatment plant system, we have narrowed our list to two alternative sites, Route 9 in unincorporated Snohomish County and Unocal in the City of Edmonds; three alternative conveyance systems; and two marine outfall zones.

While both treatment plant sites can accommodate all the required facilities and satisfy our policy criteria, the Route 9 plant site has several advantages, which is why I have identified it as my preferred alternative. However, it is not a final decision, which will be made after we study the alternatives in the draft environmental impact statement, or Draft EIS.

This document is a summary of the Draft EIS, which analyzes in detail the characteristics, impacts, and mitigation measures for the Brightwater alternatives. The Draft EIS is the second phase of the State Environmental Policy Act (SEPA) process, and I encourage you to be involved. Attend one of the hearings or send in written comments, and tell me what you think.

Brightwater will be a good neighbor. Although there will be impacts with a project of this size, we are also proposing substantial mitigation to reduce those impacts. Our existing facilities include landscaping, public art, trails, sports fields, and other amenities. The Brightwater facility will include some of these elements as well. Amenities will be selected based on public input.

This is your opportunity to share information or ask questions about the Brightwater systems before I make my final decision in 2003. Because your involvement will play an important role in the overall outcome of the siting process, please join me in planning the future course of wastewater treatment in our region.

Sincerely,

Ron Sims  
King County Executive



COMMENT  
CARD  
INSIDE

### MEETING SCHEDULES

**Learn more – come to a  
Draft EIS hearing**

King County will host public hearings to provide additional information and receive public comments on the Draft EIS.

Although there will be many opportunities in the future to get involved in designing the facilities, this is the public comment period on the Brightwater EIS.

The Final EIS will address the questions and comments we receive from now until the close of the comment period on January 21, 2003. Formal oral comments will be recorded by a court reporter, and limited to three minutes. More extensive comments can be submitted in writing (details on Page 10).

**All meetings will be  
held from 5p.m. to 8p.m.  
so come anytime:**

#### **Tuesday, December 3**

Hollywood Schoolhouse  
14810 NE 145th St.  
Woodinville, WA

#### **Wednesday, December 4**

University of Washington  
Bothell Campus, Building UW2  
18115 Campus Way NE  
Bothell, WA

#### **Tuesday, December 10**

Edmonds Floral Conference Center  
201 Fourth Avenue N  
Edmonds, WA

#### **Wednesday, December 11**

Northshore Utility District office  
6830 NE 185th St.  
Kenmore, WA

WHY YOU RECEIVED THIS NOTICE

You are receiving this notice because you may live near or own property near one of the areas being considered for the Brightwater facilities, or you are a tribal government, local jurisdiction, agency, business, interest group, or individual that could be affected by the proposed system.



King County

Department of  
Natural Resources and Parks  
**Wastewater Treatment Division**

# Brightwater

T R E A T M E N T   S Y S T E M

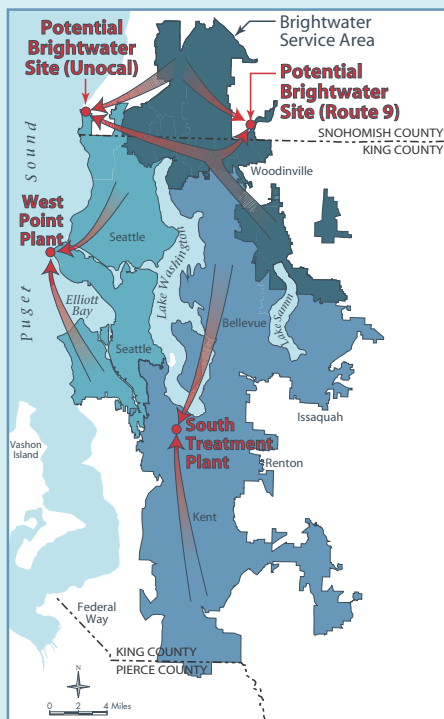
**Only one system – including one plant site, one conveyance corridor, and one marine outfall zone – will be selected** after the Final EIS is released in mid-2003. Public review and comment on the Draft EIS is welcomed until Jan. 6, 2003.

## PROJECT DESCRIPTION

The purpose of the Brightwater project and subject of the EIS is to carry out the regional policy mandate contained in King County's Regional Wastewater Services Plan, and other regional policy criteria, adopted by the King County Council. The objective is to meet the region's long-term wastewater capacity needs with appropriate mitigation and within the public resources available by constructing a Brightwater system, made up of a treatment plant, conveyance facilities, and marine outfall zone in north King County or south Snohomish County.

**WHY OUR REGION NEEDS BRIGHTWATER**

Wastewater treatment gives us clean water where we can safely swim, fish, and play. It also protects us from dangerous diseases like hepatitis. King County's existing regional facilities will reach capacity by 2010. Without Brightwater, we face a serious public health and environmental threat across the region that will affect everyone regardless of service area.



KING COUNTY'S WASTEWATER SERVICE AREA includes a large part of south Snohomish County

**There are three system alternatives under consideration for Brightwater, as shown on Page 4. Each system alternative includes one specific treatment plant, one specific conveyance corridor, and one specific outfall zone. Within the three systems, we are evaluating a total of two plant site alternatives, three conveyance pipe alternatives, and two marine outfall zones.** A No-Action alternative is also evaluated in the Draft EIS. **The Executive's preferred alternative plant site** is Route 9 in unincorporated Snohomish County, just north of the intersection of SR-9 and SR-522 and the City of Woodinville. The other plant site evaluated in the Draft EIS is Unocal in the City of Edmonds, just southeast of the Port of Edmonds Marina.

Brightwater will protect public health and the environment. In either location, Brightwater will treat wastewater to a secondary level, followed by disinfection and discharge through an outfall deep into Puget Sound. After construction is completed in 2010, Brightwater will be able to treat 36 million gallons of wastewater per day, expanding capacity to 54 million gallons per day by 2040. Some of the water will receive further (tertiary) treatment for reuse on-site and off-site for irrigation and industrial uses. The two by-products of solids treatment, biosolids and methane, will be reused in agriculture, forestry, and energy recovery. The facilities will be good neighbors by controlling odors and fitting in visually with the community. Facility layouts will avoid impacts to wetlands and streams, and create buffers of at least 50 feet between the treatment plant and the property line to better obscure the plant.

Treatment plants such as Brightwater are usually made of reinforced concrete. The onsite buildings can be made of brick, pre-cast concrete or other materials that complement the surrounding area.



The construction methods for Brightwater will vary based on the final design solutions. It is expected to take four to six years to prepare, construct, and go through start up testing for the Brightwater facilities. Work is expected to begin as early as 2004.

**A system of conveyance pipelines** will be constructed to carry **influent** (untreated wastewater) to the treatment plant and to carry **effluent** (treated wastewater) to the marine outfall in Puget Sound.

**Three alternative conveyance pipeline systems** are being considered, as shown on the maps. A conveyance pipeline system along 195th Street is part of the Executive's preferred alternative system (see Page 4).

**Conveyance pipelines** will be built using tunnel boring technology. Pipeline tunnel depths will range from 30-455 feet. If Route 9 is selected, both an influent and an effluent pipeline will be needed. If Unocal is selected, only an influent pipeline will be needed. Wastewater will move through the pipes using either gravity or pumps. The method chosen will affect the depth of the pipes.

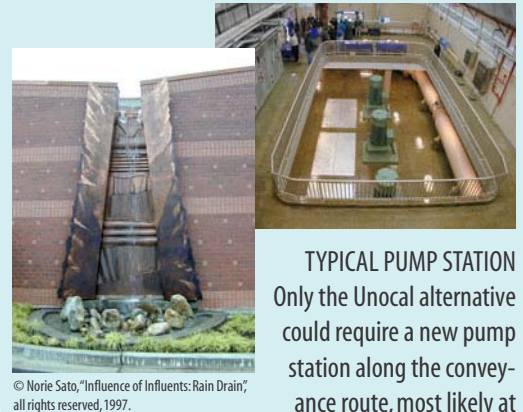
**Tunnels** will be built with sections of reinforced concrete that are connected to each other then grouted and sealed. Materials that prevent leakage and corrosion will be used. Smaller diameter "microtunnels" may also be built in sections where less capacity is needed and deeper tunnels are not advantageous. **Portals (access shafts)** are entry areas to the tunnels for bringing in equipment and moving out dirt during construction. They will be built about every two miles along the route, each requiring one to two acres of land. One portal along the Unocal alternative could require a **pump station** to lift wastewater from the tunnel pipelines closer to the surface. The pump station will be designed to blend into the neighborhood. Other portal locations once completed will require a smaller permanent above-ground structure or a manhole to allow periodic tunnel maintenance and odor control. Construction is expected to last four to five years for the entire conveyance system. Each access portal will take about two to three years to complete. Most impacts along the conveyance routes will take place during the construction period.

**Two outfall zones are being considered where treated wastewater will enter Puget Sound.** The Route 9 alternatives would have an outfall offshore at Point Wells on the King/Snohomish county line between Shoreline and Woodway. The outfall at Point Wells is part of the Executive's preferred alternative system (see Page 4). The Unocal site's outfall would be located offshore at Edmonds. At either location the outfall will be at least 500 feet deep and 3,000 feet from shore. The

outfall pipeline will be installed through the shoreline and nearshore using either open-trench construction or tunneling. The construction would require a one to two-acre staging area and possibly an offshore access shaft in 40-100 feet of water. The use of barges may be required for placing equipment and materials. Construction is expected to begin between 2005 and 2010 and last about one year.



**TYPICAL PORTAL** Once construction is complete, portals may require a permanent structure or a manhole, like this portal near Alki Point in West Seattle, which is now a scenic viewpoint on Puget Sound. Construction areas will be restored to fit into the community.



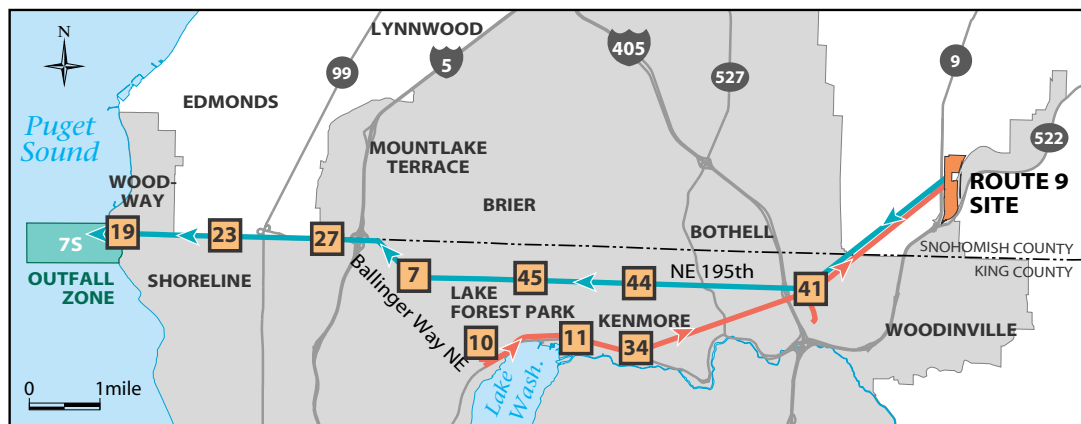
**TYPICAL PUMP STATION** Only the Unocal alternative could require a new pump station along the conveyance route, most likely at Portal No. 11 in Kenmore.



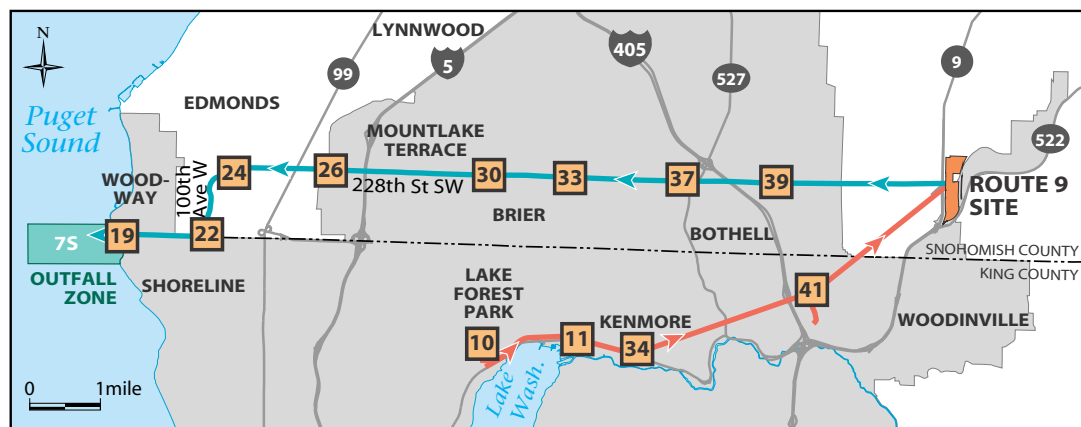
**OUTFALL** King County and the University of Washington have conducted tests on currents, water quality, plants and animals, underwater terrain, and how people use Puget Sound near the outfall areas. These studies have dramatically increased our knowledge of Puget Sound and have shown that both potential outfall locations under consideration are excellent for protecting water quality.



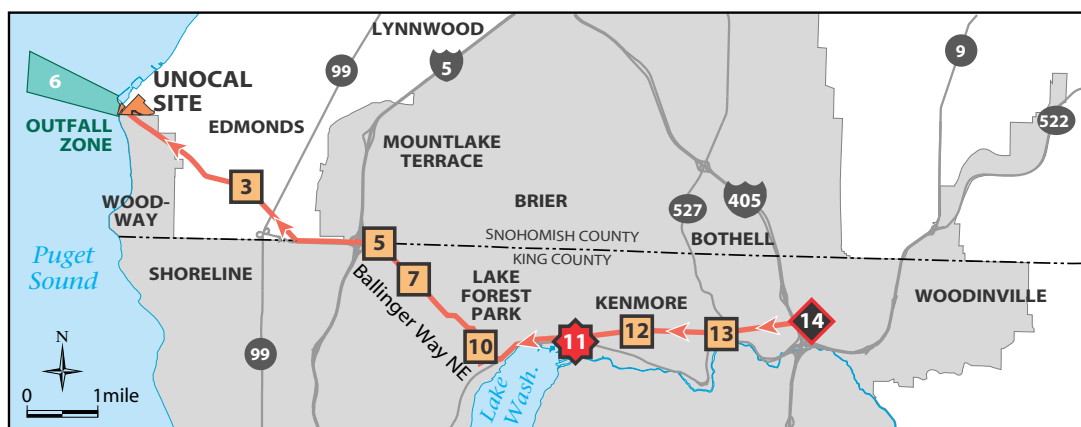
## SYSTEMS BEING CONSIDERED



**ROUTE 9 - 195th SYSTEM PREFERRED ALTERNATIVE**



**ROUTE 9 - 228th SYSTEM ALTERNATIVE**



**UNOCAL SYSTEM ALTERNATIVE**

## LOCATIONS OF PORTALS AND PUMP STATIONS

Each portal area will require one to two acres of land. The exact locations have not been determined. However, each will be in the vicinity of the intersection listed below.

- 3** SR 104 & 232nd St SW
- 5** NE 205th St/244 St SW & Ballinger Way NE
- 7** Ballinger Way NE & 25th Ave NE
- 10** NE178th St & 44th Ave NE
- 11** NE175th St & 68th Ave NE
- 12** NE 183rd St & 80th Ave NE
- 13** Bothell Way NE & Woodinville Dr
- 14** North Creek Pkwy & 120th Ave NE
- 19\*** NW 205th St/244th St SW & Richmond Beach Dr NW
- 22** NW 205th St & 8th Ave NW
- 23** NW 205th St & Firdale Ave
- 24** 228th St SW & 95th Pl W
- 26** 228th St SW & Lakeview Dr
- 27** NE 205th St/244th St SW & 1st Ave NE
- 30** 228th St SW & 35th Ave W
- 33** 228th St SW & Locust Way
- 34** NE Bothell Way & 80th Ave NE
- 37** 228th St SE & 9th Ave SE
- 39** 228th St SE & 31st Ave SE
- 41\*** NE 195th St & 120th Ave NE
- 44** NE 195th St & 80th Ave NE
- 45** NE 195th St & 58th Ave NE

\* May require up to four acres to accommodate two portal shafts

### MAP LEGEND

- Effluent Pipeline
  - Influent Pipeline
  - Flow Direction
  - Service Area
  - Portal
  - Portal or Portal and Pump Station
  - Portal and Existing Pump Station Modification
- Pipeline widths not to scale

## SYSTEM SUMMARY

	<b>ROUTE 9 - 195th SYSTEM PREFERRED ALTERNATIVE</b>	<b>ROUTE 9 - 228th SYSTEM ALTERNATIVE</b>	<b>UNOCAL SYSTEM ALTERNATIVE</b>
<b>Site Location</b>	Unincorporated Snohomish County	Unincorporated Snohomish County	City of Edmonds
<b>Estimated Total Area of Site</b>	106 acres	106 acres	53 acres
<b>Estimated Plant Footprint</b>	47 acres	47 acres	30-34 acres
<b>Buffer Area</b>	59 acres	59 acres	19 acres
<b>Site Elevation Range</b> (above mean sea level)	150-230 feet	150-230 feet	10-175 feet
<b>Terrain</b>	Moderate sloping to the southwest; portions of the eastern edge slope 10-30 percent	Moderate sloping to the southwest; portions of the eastern edge slope 10-30 percent	Flat with steep hillside slopes ranging in grade from 20-80 percent
<b>Current uses</b>	Central and south portions of the site have auto wrecking yards, auto auction sites, and construction companies. The northern portion of the site is undeveloped and partially forested.	Central and south portions of the site have auto wrecking yards, auto auction sites, and construction companies. The northern portion of the site is undeveloped and partially forested.	Inactive industrial site owned by Unocal Corporation and the City of Edmonds
<b>Conveyance Systems*</b>	<ul style="list-style-type: none"> <li>• Influent corridor from Lake Forest Park to Route 9</li> <li>• 195th Street effluent (treated wastewater) corridor from Route 9 to Point Wells</li> </ul>	<ul style="list-style-type: none"> <li>• Influent corridor from Lake Forest Park to Route 9</li> <li>• 228th Street effluent (treated wastewater) corridor from Route 9 to Point Wells</li> </ul>	<ul style="list-style-type: none"> <li>• Unocal South Deep Tunnel influent corridor from the North Creek Pump Station through Bothell, Kenmore, and Lake Forest Park to the Unocal site</li> </ul>
<b>Pipeline</b>	<ul style="list-style-type: none"> <li>• Influent: 7.8 miles, with pipes 14-feet inside diameter</li> <li>• Effluent: 12.5 miles in length, with pipes 14-feet inside diameter</li> </ul>	<ul style="list-style-type: none"> <li>• Influent: 7.8 miles, with pipes 14-feet inside diameter</li> <li>• Effluent: 12.9 miles, with pipes 14-feet inside diameter</li> </ul>	<ul style="list-style-type: none"> <li>• 8.3 miles, with pipes 14-feet inside diameter;</li> <li>• 3.3 miles of pipes 6-feet inside diameter</li> </ul>
<b>Portals</b>	<ul style="list-style-type: none"> <li>• Influent: 4 portals, 40-70 feet deep</li> <li>• Effluent: 7 portals, 40 to 455 feet deep</li> </ul>	<ul style="list-style-type: none"> <li>• Influent: 4 portals, 40-70 feet deep</li> <li>• Effluent: 8 portals, 40 to 370 feet deep</li> </ul>	<ul style="list-style-type: none"> <li>• 7-8 portals at depths of 30-420 feet</li> </ul>
<b>Pump stations</b>	One influent and one effluent on the plant site	One influent and one effluent on the plant site	One possible at portal No. 11 in Kenmore; one influent and one effluent on plant site
<b>Outfall</b>	Marine Outfall Zone 7S (Point Wells)	Marine Outfall Zone 7S (Point Wells)	Marine Outfall Zone 6 (Edwards Point)

\* The Route 9 195th and 228th Alternatives share a common influent (untreated wastewater) pipeline. Because Unocal is on Puget Sound and next to the outfall, it has no effluent (treated wastewater) pipeline.

# Brightwater

T R E A T M E N T   S Y S T E M

## EIS ISSUES TO CONSIDER

The alternatives all have similarities as well as unique characteristics. The EIS analyzes the advantages and drawbacks of each of the alternatives, and proposes mitigation solutions to minimize disruptive impacts. There are many things to think about when weighing one alternative against the other. Here are some of the issues reviewed in the Draft EIS.

### Earth

The Earth section of the Draft EIS looks at the alternatives for geologic features, construction and earthwork, and soil and groundwater conditions.

The conveyance alternatives have construction-related impacts and advantages. Unocal's shorter overall conveyance route would require fewer total portals where access shafts, manholes, or a pump station would be located along the route, which means fewer construction impacts to the communities along the conveyance route. However, this is the only alternative that may require a new permanent off-site pump station. Portals along the route that will ultimately be selected will require the acquisition of property and entail the removal of structures (if any), vegetation, and pavement. After construction, portals would be restored in a way that is acceptable to the community. Sometimes they become pocket parks or other community amenities. See photo on Page 3.

The Route 9 plant site is larger and flatter than Unocal, so there are fewer space constraints. Facilities are generally easier and less expensive to construct, operate, and maintain when more space is provided between process units.

The Unocal site, with its varied slopes, must be terraced on the hillside and include retaining walls. The Unocal site may also require the construction of a lid to accommodate a multimodal transportation facility or a park for public access, making construction more complex and potentially more expensive.

In the Puget Sound region, seismic activity is a concern. Because of this, Brightwater will be built to withstand substantial seismic activity, and will meet or exceed Uniform Building Code standards. The known active fault zones closest to the Brightwater alternatives are the Whidbey Fault zone to the north and the Seattle Fault zone to the south. Other geologic features such as the Kingston Arch near Edmonds are not faults and therefore pose no known seismic hazard.



**CONSTRUCTION** During construction, concrete waste, slurry, and rinse water will be collected for proper disposal, not washed into street gutters, storm drains, or drainage ditches. Steps will be taken to stabilize soil conditions and control erosion during construction.

### WHAT IS MITIGATION?

Our goal is to build Brightwater to enhance the quality of life in its host community. Large-scale public projects such as Brightwater will produce impacts to people and the environment near the facilities during construction and operation. The Draft EIS identifies potential impacts and proposes mitigation measures, which are ways to minimize those impacts. Mitigation can take many forms, from noise-reduction measures to aesthetic landscaping. The Draft EIS hearings will enable people to learn more about Brightwater's impacts and proposed mitigation solutions, and to give comments for consideration in the Final EIS.



ROUTE 9 SITE AND VICINITY



UNOCAL SITE AND VICINITY

The best management practices King County will use during construction and operation will help us preserve the quality of soils, groundwater, and aquifers and other sources of drinking water in the area. A positive impact of the Brightwater project is that if existing soil and groundwater contamination is found during construction, we will clean it up to comply with local, state and federal regulations.

## Air

Brightwater facilities will meet the most stringent odor control system standards in the United States, and will exceed the Puget Sound Clean Air Authority standards regulating nuisance odors that may affect people or property.

One of the main odor-causing compounds in wastewater is hydrogen sulfide, and the odor control systems at Brightwater will be designed to remove 99.99 percent of hydrogen sulfide before exhaust is released into the atmosphere, resulting in no detectable odors. Other odor-causing compounds such as sulfur, ammonia, and amines will also be removed.

The larger site at Route 9 provides more options for odor control. At either location, air will be "scrubbed" several times before it is released. At Unocal we would use carbon or chemical scrubbers. At Route 9, we could use chemical scrubbers and biofilters that use a sand-like material to clean the air. At either site, odor control systems will be designed to achieve the goal of no perceptible off-site odors.

Brightwater conveyance facilities such as portals and the one possible off-site pump station will also be designed to meet stringent odor control standards. This will help ensure that the facilities are complaint-free.

During construction, we will take steps to minimize airborne dust. Unpaved access roads and on-site traffic areas will be sprayed with water or other dust control materials. Construction debris and waste material will be swept up at the end of each day and appropriately recycled or disposed of off-site.



**ODOR CONTROL** San Francisco's Oceanside Pollution Control Plant sits alongside popular public attractions including the San Francisco Zoo and Pacific coastline beaches. The plant has not received any odor complaints from the community.

## Environmental Health

The overarching reason for wastewater treatment is to protect public health and the environment. The Environmental Health portion of the Draft EIS addresses many issues related to treatment processes and plant operation-related safety regulations.



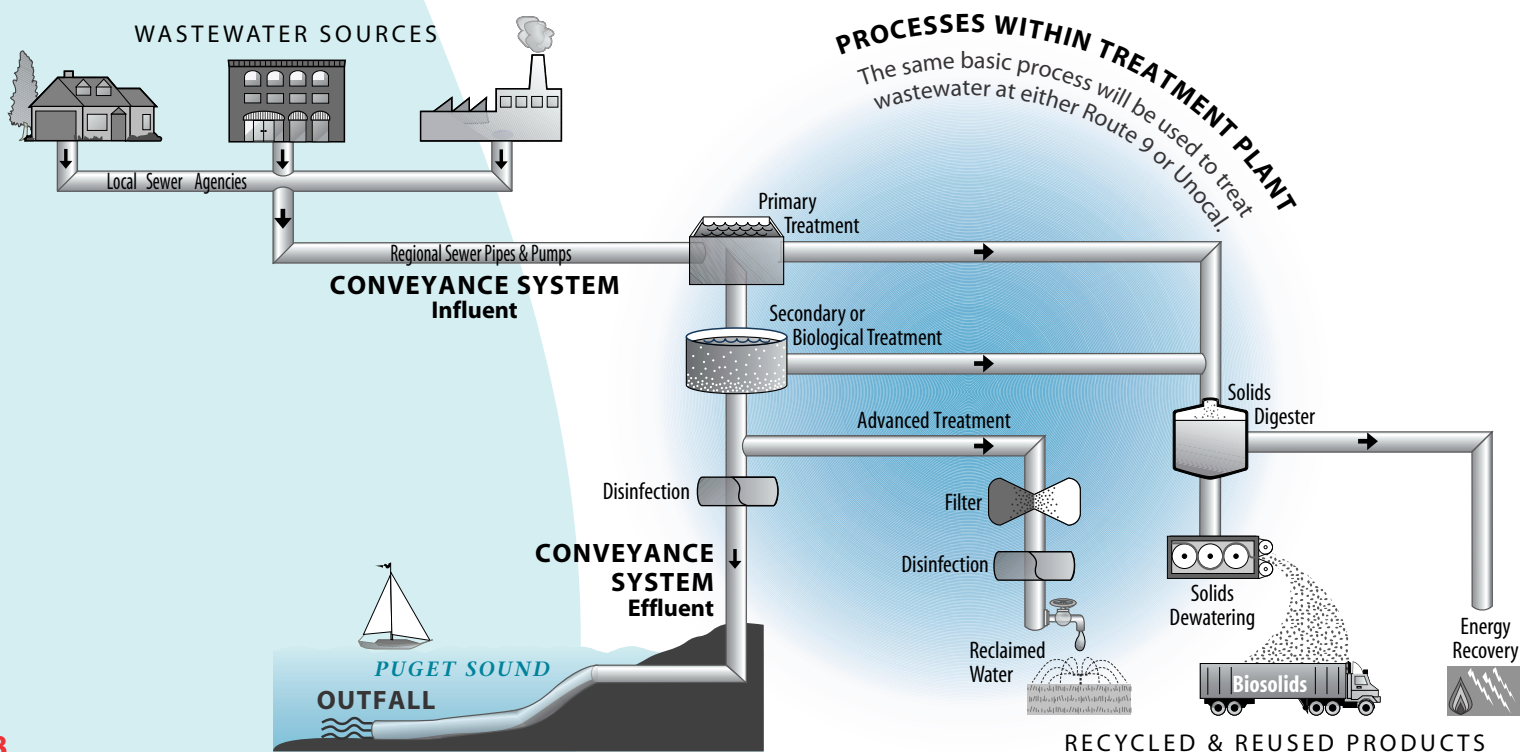
Brightwater will be designed with safety features to enable the plant to remain fully operational during power outages, extreme weather, high tide and equipment or power failures. Brightwater will be part of a three plant regional system. In most emergencies, flows could be diverted to the West Point Treatment Plant in Seattle, or the South Treatment Plant in Renton. However, under extreme emergency conditions resulting from a rare cataclysmic event, an overflow could occur at a planned safety release point. Overflow procedures will be in place at Brightwater to minimize impacts to the public. The plants will be staffed around the clock, 365 days a year. Licensed, trained personnel will be on-site to respond immediately to any emergency situation.

Both Route 9 and Unocal plant site alternatives would treat and disinfect wastewater before discharging it into Puget Sound. There are two methods of disinfection being considered: ultraviolet lamps (UV) and chemical disinfection using sodium hypochlorite, a stronger form of household bleach. UV lamps are being considered as the primary method of disinfection at Unocal. Route 9 would use either chemical disinfectants (sodium hypochlorite) or UV. Gaseous chemicals, such as chlorine gas, will not be used as a disinfectant at Brightwater.

Sodium hypochlorite will be used at either location, for odor control and to disinfect reclaimed water (highly treated wastewater) before this water is reused for irrigation or industrial purposes.

**OPERATIONS** All alternatives would have similar operating and staffing needs. The plant will be staffed 24 hours a day, 365 days a year by fully trained and licensed personnel. The off-site facilities such as pipes, the one potential pump station and odor control facilities will be monitored continually and maintained regularly.

## WASTEWATER TREATMENT PROCESS



## Water, Plants and Animals

### Protecting water quality is our business.

Our rivers, lakes, streams, aquifers, wildlife habitats, wetlands, and marine waters are regulated by the Clean Water Act and other regulations. At present, many streams and wetlands near our proposed treatment plant sites have been adversely affected by development and population growth. Mitigation measures for Brightwater can help us preserve and enhance streams and wetlands on or near the Brightwater facilities, enabling us to improve water quality from where it is today. We will carefully



monitor water quality before, during, and after construction to ensure Brightwater is not posing potential impacts to drinking water sources or the environment. Plants, animals, and wetlands are protected by federal, state, and local regulations, which will be strictly followed during the construction of the

Brightwater project. The project will be designed to avoid impacts to sensitive habitats as much as possible. If unavoidable impacts were to occur, they would be mitigated.



### ENVIRONMENTAL AND PUBLIC HEALTH

The effluent (treated wastewater) discharged hundreds of feet deep into Puget Sound will meet water quality standards that protect plants, animals and public health.

## Noise, Light and Glare

All construction activity will comply with the light, noise, and air pollution control codes developed and administered by local jurisdictions. During Brightwater construction and operation, several measures will be taken to control noise that could impact the community. Equipment will have mufflers or be shut off when idling and not in use. Equipment will be set and maintained at levels to minimize noise and vibration. Buffers such as trees and greenbelts around sites will also serve to control noise. Lighting systems at the Brightwater treatment plant would be designed so they generate lighting patterns similar to the ones in the surrounding communities. In general, there would be no significant increase or decrease in lighting around the site. During design and construction, lighting may have to be used on work sites for worker safety.



© Lorna Jordan, artist and design lead with Jones & Jones and Brown & Caldwell, "Waterworks Gardens", all rights reserved, 1996.

**AESTHETICS** Brightwater will be designed to fit in visually with the community. In planning the facilities, engineers and architects will look at the host community's history, physical landscape, and cultural framework. To learn more about the area, King County has sought public participation in a series of ongoing design guidelines workshops to help plan what the facilities will look like. The open spaces at our current facilities like Waterworks Garden Park at South Plant were planned for citizens and neighbors in the local community to enjoy.



**TRAFFIC** During construction and operation of Brightwater facilities, King County will work with local jurisdictions to create a traffic plan. To minimize impacts to the community, vehicle traffic to and from the sites would be limited to certain hours and specific routes. After it is in operation, Brightwater could create less traffic than other types of development. This is a biosolids truck.

## COMMUNITY MATTERS

Since the siting process began in 2000, we have worked hard to involve citizens, business leaders, tribal governments and elected officials in the Brightwater project. In total, there have been more than 300 meetings in the siting area.

Members of the public have had opportunities to nominate sites for consideration, help develop the policy criteria for evaluating the sites, comment on candidate sites before specific ones were selected for the EIS, comment on proposed conveyance routes, help develop guidelines for architects designing the facilities, and comment on the scope of the EIS, among other things.

Public involvement is a critical part of the siting process. Comments and concerns gathered from the Draft EIS hearings will be responded to and considered in the Final EIS.

## WHAT'S NEXT?

**We need to hear from you by Jan. 21, 2003.**

**You can be involved in the Brightwater Draft EIS process in several ways:**

- Send us your written comments in a letter or on the postage-paid comment card. To be considered in the Final EIS, correspondence must be postmarked by Jan. 21, 2003 and sent to:  
Environmental Planning, KSC-NR-0505, King County Wastewater Treatment Division, 201 South Jackson Street, Seattle, WA 98104-3588
- Join us at one of the four scheduled hearings on the EIS listed on Page 1.
- Submit comments via the Internet at <http://dnr.metrokc.gov/wtd/brightwater/env/>

**You must include your full name and address when commenting.**

All comments carry equal weight, whether they are written or oral, delivered in-person or sent via the Internet or by mail. We will accept comments until **Jan. 21, 2003.**

**FOR MORE INFORMATION ABOUT BRIGHTWATER**

For information on Brightwater project milestones or upcoming public events, visit our **Web site** at:  
<http://dnr.metrokc.gov/WTD/brightwater/>

To get on our mailing list, sign up online, or **write to us:**

King County Department of  
Natural Resources and Parks,  
Wastewater Treatment Division,  
KSC-NR-0503, 201 South Jackson Street,  
Seattle, WA 98104-3588

**Or call:** 206-684-6799,  
toll-free 1-888-707-8571  
or 711 (TTY)

## MORE DETAILED INFORMATION

**Copies of the Draft EIS, and documents incorporated by reference, will be available at area libraries.**

**You may also contact the Brightwater project team at 206-684-6799 or toll-free at 1-888-707-8571 to request a free CD or to purchase a hard copy.**

**You can also view the Draft EIS on the Web at:**

<http://dnr.metrokc.gov/wtd/brightwater/env/>

**COMMENT CARD:**

**Please tell us whether additional information or analysis of impacts is needed. List any questions you still have about the project. If possible, please reference page numbers or sections of the Draft EIS.**

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**Comments must include your name and address and must be postmarked no later than January 21, 2003.**

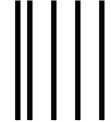
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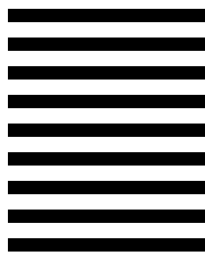
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SEATTLE, WA 98104-9972



THE ROUTE 9 PREFERRED ALTERNATIVE –  
A COMPARISON OF IMPACTS

Brightwater will meet our wastewater treatment needs for generations to come, so it is important to look at short term and long term impacts when choosing a system. Any of the systems described in this document would meet our region’s needs. However, King County Executive Ron Sims selected Route 9 with a conveyance pipeline route along 195th and an outfall zone at Point Wells as the preferred alternative for a number of reasons including: size, visual impacts, earth removal, conveyance and water reuse potential.

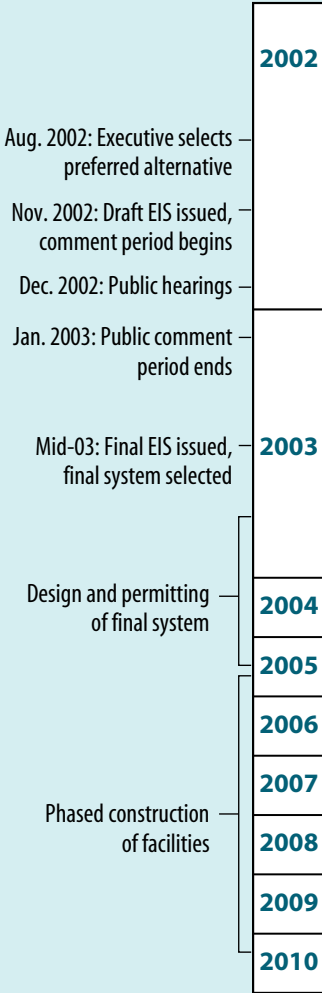
The larger, more regular size of Route 9 offers many benefits. The site would allow buffers as great as 200 feet between the plant and the community. The larger site size provides more options in designing the plant – the plant can be laid out in the most efficient manner to save on long-term operating costs and the added space allows consideration of additional odor control technologies. Route 9 also offers more space for a staging area during construction, which makes building the plant easier and more cost-effective.

The Unocal site is considerably smaller and in a highly visible location, surrounded by a greater amount of residential, commercial, and recreational uses. Construction and operation could present more noticeable visual impacts to the surrounding community. The large buffer potential and physical situation at Route 9 would allow Brightwater to better blend in visually with the community than it would on the Edmonds waterfront.

The steep Unocal site will require terracing and excavation. Building Brightwater at Unocal would require an estimated 2 million cubic yards of soil be removed from the site – eight times the amount estimated to be removed from the relatively flat Route 9 site. While treated wastewater can be reused at either site, the longer effluent pipeline from Route 9 could offer more long-term opportunities to make highly treated wastewater available for parks, golf courses, and industries.

Identifying a preferred alternative in an EIS is a common practice on large-scale public projects. The preferred alternative is not a final decision. This document summarizes the full analysis of all the alternatives. A No-Action alternative is also being analyzed in the Draft EIS. King County Executive Ron Sims will make a final decision after the Final EIS is issued.

PROJECTED  
BRIGHTWATER TIMELINE



NOTICE OF ISSUANCE and Request for Comments on  
DRAFT ENVIRONMENTAL IMPACT STATEMENT • Brightwater Regional Wastewater Treatment System

Notice is hereby given that King County is issuing a Draft Environmental Impact Statement (EIS) on the proposal to select, build, and operate the Brightwater Regional Wastewater Treatment System, as described in this brochure. The Draft EIS, which will be issued in early November 2002, has been prepared as required under RCW 43.21.C.030(2)(c). Agencies, affected tribes and members of the public are invited to comment on the Draft EIS. Methods for giving us your comments are described in this brochure. Comments will be accepted through January 21, 2003.

The King County Department of Natural Resources and Parks, Wastewater Treatment Division, is both the proponent and SEPA lead agency for this proposal. As the lead agency, King County is issuing this Draft EIS. The purpose of an EIS is to inform decisionmakers and the public about the probable significant adverse impacts and potential mitigation measures for proposed actions. The SEPA Rules (WAC 197-11, Parts 4 and 5) establish the process for preparing and commenting on an EIS. The Brightwater EIS addresses impacts and mitigation measures for Elements of the Environment identified in the SEPA Rules: Earth, Air, Water, Plants and Animals, Energy and Natural Resources, Environmental Health, Land and Shoreline Use, Aesthetics/Light

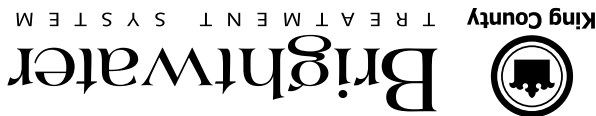
and Glare, Recreation, Cultural Resources, Transportation, and Public Services and Utilities.


Comments received on the Draft EIS will be considered in preparing the Final EIS. After the Final EIS is issued, final decisions on Brightwater will be made.

Don Theiler, Manager and SEPA Responsible Official  
Wastewater Treatment Division  
King County Department of Natural Resources and Parks

**DRAFT  
ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC NOTICE**

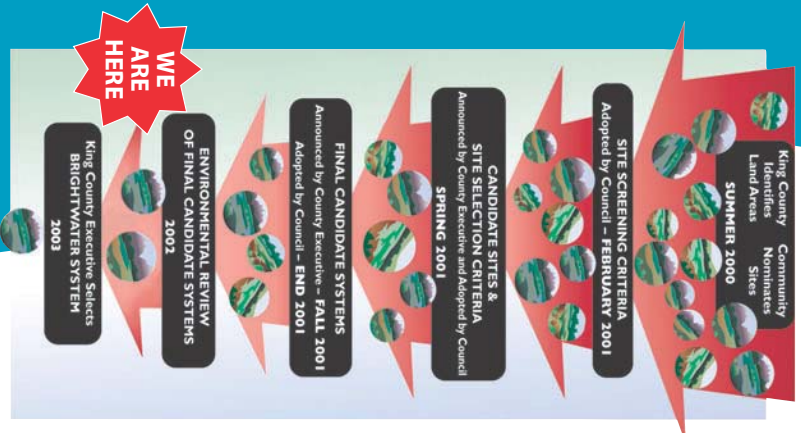
The information in this brochure is available on request in accessible formats for people with disabilities by calling 206-684-1280 or 711 (TTY).



**King County**

**Department of Natural Resources and Parks**  
Wastewater Treatment Division  
201 S. Jackson St., KSC-NR-0505  
Seattle, WA 98104-3855

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**A DRAFT  
ENVIRONMENTAL  
IMPACT STATEMENT (EIS)  
HAS BEEN ISSUED FOR  
THREE BRIGHTWATER  
TREATMENT SYSTEM  
ALTERNATIVES.  
LOOK INSIDE FOR  
A SUMMARY AND  
AN OPPORTUNITY  
TO COMMENT.**



*FOR A SOUND FUTURE*